

With which is incorporated The

"Hongkong Evening Mail and Shipping List." Published every Evening.

HONGKONG, WEDNESDAY, OCTOBER 15, 1879. Vol. XXXV. No. 5077. 號五十月十年九十七百八千一英

日一初月九年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON :- F. ALGAE, 8, Clement's Lares, Lombard Street. GEORGE STREET & Co., 30, Cornhill. Gordon & Goton, Ludgate Circus, R. C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DRACON & Co., 150 & 154, Leadenhall

PARIS AND EUROPE:-LEON DE ROSNY, 19, Rue Monsieur, Paris.

NEW YORK:--ANDREW WIND, 183, Nasrau Street. AUSTRALIA, TASMANIA, AND NEW

ZEALAND :-GORDON & GOTCH, Melbourns and Sydney. SAN FRANCISCO and American Ports generally :- Bran & Black, San Fran-

SINGAPORE AND STRAITS:-SAYLE & Co., Square, Singapore. C. Heinszen

& Co., Manila. CHINA:-Macao, Messrs A. A. DE MELLO & Co. Swatow, CAMPBELL & Co. WILSON, NICHOLLS & Co. Poochow, HEDGE & Co. Shanghai. LAME, CRAWFORD & Co., and KELLY & WALSH. Yokohama, LANE, CRAW-FORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,.....5,000,000 Dollars. RESERVE FUND,......1,400,000 Dollars.

COURT OF DIRECTORS. Chairman-W. H. Fornes, Esq. Deputy Chairman-Hop. W. Keswick. E.R. BELILIOS, Esq. | WILHELM REINERS, H. L. DALRYMPLE, F. D. SASSOON, Esq. W. S. Young, Esq.

H. Hoppius, Esq. A. Molver, Esq. CHIEF MANAGER. Hongkong,.....THOMAS JACKSON, Esq.

Shanghai,......Ewen Cameron, Esq.

London Bankers.—London and County THEATRE Bank.

MANAGER.

HONGKONG.

INTEREST ALLOWED. N Current Deposit Account at the rate of 2 per cent. per annum on the daily

balance. For Fixed Deposits :-For 3 months, 3 per cent, per annum. 4 per cent. ,,

5 per cent. ,, LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts, granted on London, and the chief Commercial places in Europe, India,

Australia, America, China and Japan. T. JACKSON. Chief Manager.

Offices of the Corporation, No. 1, Quetn's Road East. Hongkong, August 16, 1879.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & OHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on Fixed Deposits :-

For 12 months, 5 per cent. per annum. 4 per cent. ,, 2 per cent.

H. H. NELSON, Manager.

Hongkong, May 81, 1879.

COMPTOIR D'ESCOMPTE DE PARIS. (Incorporated 7th & 18th March, 1848.)

DECOGNISED by the International IV CONVENTION OF 30TH APRIL, 1862.

CAPITAL FULLY PAID-UP.....£3,200,000. RESERVE FUND...... £800,000.

HEAD OFFICE-14, RUE BERGERE, PARIS.

AGENCIES and BRANCHES at: SAN FRANCISCO, LONDON. Hongkong, MARSEILLES, BONBAY, CALGUTTA, HANKOW, Lions, SHANGHAI, FOOCHOW.

LONDON BANKERS: THE BANK OF ENGLAND. THE UNION BANK OF LONDON.

The Houghoug Agency receives Fixed 1879. Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Prainces. E. G. VOULLEMONT,

Manager, Shanghai. Hongkong, May 20, 1879,

Banks.

ORIENTAL BANK CORPORATION. (Incorporated by Royal Charter.)

PAID-UP CAPITAL£1,500,600. DATES OF INTEREST ALLOWED ON DE-

At 3 months' notice 3% per Annum.

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT, Acting Manager. Oriental Bank Corporation,

Hongkong, September 4, 1879.

CHARTERED BANK OF INDIA, AUS. TRALIA, AND CHINA.

CAPITAL,.....£800 000. RESERVE FUND,£150,000. Bankers. THE BANK OF ENGLAND.

NATIONAL BANK OF SCOTLAND.

THE CITY BANK.

THE BANK'S BRANCH in Hongkone grants Drafts on London and the Chlef Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducte all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DE-

On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS. For 3 months, 3 per cent. per annum. " 4 per cent. , 5 per cent. n

Entertainment.

HALL. CITY

JACK'S CELEBRATED COMPANY.

> ARMY AND NAVY REQUEST NIGHT.

EVENING, 15th October, 1879,

LAST PERFORMANCE, AS THE COMPANY LEAVE TO-MORROW. Under the immediate Joint Patronage

LIEUT.-COLONEL W. I. STUART, R.E., Commanding Her Majesty's Forces in China and Straits Settlements;

LIEUTENANT COLONEL L. F. HALL, Commanding the Royal Artillery in China and Straits Settlements;

LIEUTENANT-COLONEL GEDDES, Her Majesty's 27th Inniskillings, and COMMODORE SMITH, R.N., AND OFFICERS H. M. NAVAL 'QUADBON,

When will be Repeated by Particular Request BYRON'S WORLD RENOWNED COMEDY, In Three Acts, Entitled

"OUB BOYS." Presented and Performed Equal to THE ORIGINAL LONDON CAST.

For Full Particulars, see Bills of the Day. not passed these DEILLS are requested to Hongkong, October 15, 1879.

Intimations.

CANTON INSURANCE OFFICE.

NYOTICE is hereby given that the Ordinary General MEETING of SHARE. HOLDERS in the above CFFICE will be Held at the Office of the Undersigned, No. 7, QUEEN'S ROAD, OR TUESDAY, the 21st Instant, at 3 p.m.

JARDINE, MATHESON & Co., General Agents, Canton Insurance Office.

Hongkong, October 11, 1879. UNION INSURANCE SOCIETY OF

CANTON.

NOTICE TO SHAREHOLDERS.

NTOTICE is hereby given that the Ordinary Yearly MEETING of the SHAREHOLDERS of the SOCIETY will be Held at its HEAD OFFICE, Hongkong, on MONDAY, the 27th Instant, at 3 o'Clock p.m., for the Purpose of Receiving the Report of the Directors together with Statements of Accounts for the Year 1878, and for the Half-year ending 30th June,

The Transfer BOOKS of the Society will be CLOSED from the 17th to the 27th-Instant, both days inclusive. By Order of the Board,

Hongkong, October 11, 1879.

RESIDENCE Wanted by the 31st Instant. The CAINE ROAD or that NEIGHBOURHOOD preferred.

THE BORNEO COMPANY, LTD. Hongkong, October 1, 1879.

FOR SINGAPORE, PENANG AND CALCUTTA. The Steamship "MORAY,"

CONTRACT FOR THE SUPPLY OF above Ports on THURSDAY, the 16th Inst., at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, October 8, 1879.

Captain A. B. Macravish, will be despatched for the above Ports on THURSDAY, the 16th lust., at 8 p.m.

Agents. Bongkong, October 8, 1879.

FOR YOKOHAMA AND HIOGO. The Steamship

be despatched for the above Ports on or about the 20th Instaut.

For Freight or Passage, apply to Hongkong, October 18, 1279.

shipping

Steamers. OCEAN STEAMSHIP COMPANY.

FOR SHANGHAL (Taking Cargo and Passengers at through rates for HANKOW and Ports on the YANGTSZE.)

The Company's Steamship "AGAMEMNON" will be despatched on the 16th Inst., at Daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkony, October 14, 1879.

CASTLE LINE OF STEAMERS. FOR SHANGHAL

The Steamship "BRAEMAR CASTLE," THOMSON, Commander, expected here on or about the 11th Instant, will have immediate despatch for the above Port.

For Freight or Passage, apply to ADAMSON, BELL & Co.,

Agents. Hongkong, October 4, 1879.

OCCIDENTAL & ORIENTAL S. S. COMPANY. NOTICE.

The Steamship "OCEANIO." Captain J. METCALFE, will be despatched hence for LONDON via SUEZ CANAL on or about

October 20th, 1879. (FIRST-CLASS FARE to LONDON, \$300." For Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central. H. M. BLANCHARD,

Acting Agent. Hongkong, August 22, 1879.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. The Company's Steamship "DEUC 4LION," Capt. R. J. Brown, will be despatched on or about the 23rd Instant

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 1, 1879.

AUSTRALASIAN STEAM NAVIGA-TION COMPANY.

FOR PORT DARWIN, COOKTOWN, SYDNEY & MELBOURNE.

Taking Cargo and Passengers at through rates for all Australasian and New Zealand Ports, TASMANIA, NEW CALEDONIA & FIJI.

The Company's Steamer H. WEBBEB, Commander, will be despatched as above on or about the 25th Instant.

For Freight or Passage, apply to GEO. R. STEVENS & Co. Hongkong, October 1, 1879.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

The Company's Steamship "ORESTES." Capt. J. K. Webster, will be despatched on or about the 30th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE. Agents.

Hongkong, October 14, 1879.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

NOTICE.

The Company's Steamship "VOLGA," Commandant Guirand, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX, Hongkong, October 7, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship Commandant Rolland, will despatched for SHANGHA shortly after her arrival from Europe. G. DE CHAMPEAUX,

Hongkong, October 7, 1879.

shipping.

Sailing Vessels. FOR YLOILO.

-The German Barque-"H. UPMANN," WEBER, Master, will have immediate despatch as above.

For Light Freight, apply to REMEDIOS & Co. Hongkong, October 14, 1879.

FOR NEW YORK. The A1 British Bark
"GLAMORGANSHIRE,"

ANGEAR, Master, will load
here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co. Hongkong, September 25, 1879.

FOR HAMBURG. The A 1 German Bark

LE MOULT, Master, will load will have quick despatch.

For Freight, apply to VOGEL & Co. Hougkong, September 25, 1879.

FOR SAN FRANCISCO. The A 1 British Ship "ALEXANDER YEATS," Capt. DUNHAM, will load here for the above Port, and will

have quick despatch. For Freight, apply to RUSSELL & Co.

Hongkong, September 19, 1879. FOR NEW YORK. The A 1 American Bark "EXCELSIOR," Captain EDDY, will load here

have quick despatch. For Freight, apply to

for the above Port, and will

RUSSELL & Co. Hongkong, September 19, 1879.

FOR HAMBURG. The A 1 German Bark. "TRITON,"

KALLSEN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.

Hongkong, September 3, 1879. FOR LONDON. The A 1 British Bark KIRKPATRICK, Master, will and will have quick despatch.

For Freight, apply to VOGEL & Co.

Hongkong, September 3, 1879. FOR NEW YORK. The A 1 American Bark

"JAS. A. BORLAND," KENT, Master, will load here for the above Port, and will have quick despatch." For Freight, apply to

VOGEL & Co. Hongkong, August 21, 1879.

FOR NEW YORK. The A 1 American Bark " ADELAIDE NORRIS," W. A. WOODWARD, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co. Hongkong, August 20, 1879.

FOR SAN FRANCISCO. The A 1 American Bark "ANTIOCH,"

A. WEEKS, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

· VOGEL & Co. Hongkong, August 20, 1879.

FOR NEW YORK. The A 1 American Bark "F. P. LITCHFIELD," Captain Spaiding, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, August 8, 1879.

FOR LONDON. The 3/3 L. I.I. Russian Bark "KALAJA," J. Ross, Master, will load here for the above Port, and will

have quick despatch. For Freight, apply to VOGEL & Co.

Hongkong, July 28, 1879,

For Sale.

PENKNIVES. RAZORS, SCISSORS.

CRAWFORD & Co.

ARRIVALS. EX DEVOE'S NONPAREIL KEROSINE OIL (Certified 150° FIRE TEST). The New Students' READING LAMPS for Nonpareil Kerosine, (are per-

feetly Safe and give a Light equal to, but more mellow than GAS).

AMERICAN FLOOR OLL-CLOTH in New Patterns. LIGNUM, the New Floor-Cloth for Halls and surrounding Billiard Tables. Royal IRISH CONSTABULARY REVOLVERS. COLT'S POCKET DERRINGER PISTOLS. AMERICAN DINING-ROOM CHAIRS.

PERAMBULATORS. RIDING and DRIVING WHIPS. BRIDLES. GARDENING TOOLS. HORSE CLIPPERS. CUMSHAW TEA. TODDY KETTLES. RUG STRAPS. LAWN TENNIS SETS. PAINT BOXES.

SPONGES. PLAYING CARDS. PERFUMERY. CHUBB'S CASH BOXES. New MEERSCHAUMS. Well-Seasoned MANILA CIGARS and CHEROOTS. UNDERSHIRTS and ASSORTED HOSIERY. VEGETABLE, FLOWER and LAWN GRASS SEEDS.

New SCARFS, TIES, BRACES, &c. WALKING STICKS and UMBRELLAS. GOLDEN GATE BAKER'S EXTRA FLOUR. Fresh HAMS and CHEESE. New HATS. COIR DOOR MATS.

Hongkong, October 1, 1879. ROSE AND COMPANY, & 33, QUEEN'S ROAD,

LANE,

HAVE Received per French and English MAILS, GLENEARN, &c., &c., Their New GOODS for the Season, Comprising:— BLACK SILKS. COLORED SILKS. BLACK SATINS. COLORED SATINS. BLACK CASHMERES. BLACK ALPACAS. Colored FRENCH MERINOS in all the New Shades.

The New ATT LEA CLOTH, &c., &c. The New CRETONNES. Toilet COVERS. Toilet QUILTS, Turkish TOWELS, &c., &c. The New "BRILLIANT" LADIES' HOSE in PINKS, SKYS, NAVYS, and CARDINALS

CHILDREN'S SOCKS in greaty variety. PARIS KID GLOVES in 2, 4 and 6 Buttons. Black and Colored SILK GLOVES in 2 and 4 Buttons. Piece VELVETS, in Black and all new Colors. New Millinery SILKS, LACES, RIBBONS, FEATHERS, &c., &c., &c.
The Latest Novelties in LISSE and MUSLIN PLAITINGS.

Gentlemen's New Designs in COLLARS and CUFFS.
SHIRTS with and without Collars attached. UNDER-VESTS and PANTS: All the new Styles in TIES, SCARVES, &c., &c. Gentlemen's Russian Calf and Kid GLOVES. Silk SOCKS. Cotton, Merino and Cashmere

SOCKS in the Latest Designs. SOAPS and PERFUMERY. Ladies' and Gentlemen's UMBRELLAS, in all the Latest Novelties.

Black FELT HATS. Children's BOOTS and SHOES, in Great Variety. The New FRINGES as now worn. BRAIDS and TRIMMINGS of every Description. MILLINERY and DRESS MAKING.

Note the Address-ROSE AND COMPANY, 31 & 33, QUEEN'S ROAD, (Formerly next Door to the Hongkong Hotel).

Hongkong, October 4, 1879.

and in all Sizes.



HONGKONG ARTILLERY VOLUNTEERS.

ORDERLY ROOM, 11th Oct., 1879. RECRUIT and M. L. GUN DRILL at MURRAY BATTERY OR TUESDAYS, at 5:15 p.m., at which all MEMBERS who have

BARRACES ON THURSDAYS, at 5.15 p.m. A. COXON, Captain-Commandant H. K. A. V. IMPERIAL MARITIME CUSTOMS.

FIELD GUN DRILL at the NORTH

LIGHT-HOUSE OIL. CEALED TENDERS will be Received at this Office till 1st December next, for the SUPPLY of 4,000 IMPERIAL Gallons PEA-NUT OIL for Use at the LIGHT-Houses in the Southern Division of CHINA, for the Year 1880. Printed forms

of Tender can be obtained on application at this OFFICE. The Oir to be pe feetly Pure and Unmixed, of the best Quality and Colour, free from Sediment, and to be delivered at the Customs Godowns, AMOY, in the following Quantities, viz :-

ber next. 2,000 Gallons on or before 1st July, The Oir will be measured as delivered, and each Tender must be accompanied by a Sample in a clear Glass Bottle of not less quantity than half a Pint. No Tender will be accepted on any other

form than that issued from this OFFICE.

. 2,000 Gallons on or before 31st Decem-

self to accept the lowest or any Tender. R. E. HOBSON, Commissioner of Customs. CUSTOM House. Amoy, 8th Cotober, 1879.

The Commissioner does not pledge him-

Intimations.

NOTICE.

Apply to

Steamers.

Captain BUTCHER, Comm., will be despatched for the

CALCUTTA.

For Freight or Passage, apply to

Captain McBain, shortly ex-pected from Singapore, will

JARDINE, MATRESON & Co.

shipping.

FOR SINGAPORE, PENANG AND The Steamship

DAVID SASSOON, SONS & Co.,

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs Adamson, Bell & Co., to sell by Public Auction, (For account of whom it may concern,)

TUESDAY,

the 4th of November next, Unless previously disposed of by Private Contract,) The British Barque

"C H O C O D A," as she now lies at Anchor off Yow-MAH-She was built of Oak and Elm at NANTES in 1868, and is well and favorably known on this Coast. She is well found in Sails and Gear generally, has 2 Bower Anchors, each with 100 fathoms Cable; also I SPARE—Anchor and 2 Kedges. She has been recently opened for survey, and is still open for inspec-

For further particulars, apply Messrs Adamson, Bell & Co., or to the Auctioneers, TERMS OF SALE.—As customary.

HUGHES & LEĞGE,

· Auctioneers. Hongkong, Oct. 11, 1879.

PUBLIC AUCTION.

10 BE SOLD by PUBLIC AUC TION, shortly, on a day to be hereafter named, unless previously disposed of by private contract,-

THE HONGKONG DISTILLERY. Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES of GROUND close to the water, viz :- Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING House and Business Pre-MISES, erected specially for the purpose only a few years since, together with the Machinery, Engines, Stills, Vats, STOCK, and TRADE FURNITURE and FIT-TINGS.

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON. Solicitors, Supreme Court House,

Hongkong. Hongkong, March 5, 1879.

To-days Advertisements.

HONGKONG RACES-1880.

HIS MEETING will take place on MONDAY, TUESDAY, and WED. NESDAY, the 23RD, 24TH, and 25TH FEBRUARY, 1880.

Gentlemen having suggestions to offer or presentations to make are invited to communicate with the Clerk of the Course on or before the 20th Instant.

TTHE HONGKONG DERBY. A SWEEP-STAKES of \$20 each, . Half forfeit, if Declared on or before the Day of Closing Entries—with \$100 added for 1st Pony, and \$50 for 2nd. For all China Ponies bond fide Griffins at Date of Entry, (WED-NESDAY, 21st JANUARY, 1880). First Pony, 70 per cent.; Second, 20 per cent.; Third, 10 per cent. Weight, 10st. 10lbs. One Mile and a half. (NOMINATIONS CLOSE on MONDAY, 22ND DECEM-BER, 1879—Addressed to the Clerk of the Course at the Hongkone Club).

By Order, L. B. FRIEND, Lieut. R.E., Clerk of the Course.

Hongkong, October 15, 1879.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

THURSDAY,

the 16th October, 1879, at 11 o'clock, at his Auction Sales Room, Peddar's Wharf,-

(For account of whom it may concern,) K&W 1/3, 3 cases containing 150 Kero. sine Lamps.

W & C 706, 1 case containing 50 Kerosine Lamps.

W&C 707, 1 case containing 300 Kerosine Lamps,

K&W 7/10, 4 cases containing 150 Kerosine Lamps.

K&W 4/6, 3 cases containing 150 Kerosine Lamps. EN 117/118, 2 cases containing Cry-

stal Clocks. (All more or less damaged by sea water.) Ex "Grand Duc Constantin."

TERMS.—Cash on delivery in Bank Notes.

G. R. LAMMERT, Auctionser.

Hongkong, Oct. 15, 1879. COMPAGNIE DES MESSAGERIES

MARITIMES.

SAB. A V A.

NOTICE.

CONSIGNEES of Cargo per S. S. Euphrate, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consigness, before 11 a.m. To-Morrow, the 16th Inst., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned

Goods remaining unclaime i after WED-MESDAY, the 22nd Inst., at Noon, will be subject to rent and landing charges. No Fire Insurance has been effected. G. DE CHAMPFAUX,

Rangiong, October 18, 1879,

To-day's Advertisements. MacEWEN, FRICKEL & Co... DEG to announce the ARRIVAL of the

following First-Class

STORES, &c. Ex "OCEANIO," "LORD OF THE ISLES," And Other Late Arrivals.

Finest California BUTTER in Rolls. Good Cooking BUTTER in Kegs. Pine Apple CHEESE. Limburg CHEESE. Sap Sage CHEESE.

Prime Gilroy OHEESE Fine Eastern HAMS. Fine Eastern BACON. Prime Smoked SALMON. Smoked-HERRINGS. Boston MACKEREL.

SALMON BELLIES.

Family PIG PORK and BEEF in Kegs. Pickled OX-TONGUES. Boneless and Good Dry CODFISH.

SAUERKRAUT in Kegs. Finest CAVIARE and SARDELLES.

> Fresh APPLES. "Ne Plus Ultra" APPLE RINGS. HICKORY NUTS. PECAN NUTS. BRAZIL'NUTS. PE \ NUTS. COMB HONEY in Frames.

Pure Orange BLOSSOM HONEY. BROUGHAM'S TURKEY & TONGUE LUNCH TONGUE. Compressed HAM.

L. MoNEIL & LIBBY'S Compressed L. McNeil & Libby's Corned BEEF. L McNEIL, & LIBBY'S Compressed TONGUE. Green TURTLE, 11b. and 21b. tine.

Assorted Devilled MEATS. Baked PORK and BEANS. CALIFORNIA CRAOKER Co.'s GINGER CAKES.

Boneless Spiced PIG'S FEET.

California Cracker Co.'s S.O D A BISCUITS. CALIFORNIA CRACKER Co.'s OYS-TER CRACKERS. WAFER BISCUITS per Pound.

OATMEAL in Casks. Fresh CORNMEAL. Cracked WHEAT. BUCK WHEAT. RYE FLOUR. HOMINY.

CUTTING'S Assorted JELLIES in Glass CUTTING'S Assorted DESSERT FRUITS. QUEEN'S OLIVES.

Pickled LIMES. Stuffed PEPPERS. ASPARAGUS. Asst. Corned VEGETABLES Do. MAssorted PICKLES. Assirted SAUCES.

White FEANS. _ Split PEAS.

MESS' PORK and BEEF. **EORDEN's Condensed MILK** (very fresh).

CROSSE & BLACKWELL'S HOUSEHOLD STORES

Mursow's Assorted German SAUSAGES. Do. VEGETABLES. Long ASPARAGUS (very fine).

PHILIPPE & CANAUD'S SARDINES. Assorted PATES.

JOHN MOIR & SONE' Celebrated Family STORES. Game PIE3, Veal and Ham RIES. Truffled SAUSAGES. Cambridge SAUSAGES. Bologna SAUSAGES. Pork SAUSAGES. SARDOYS. SALMON CUTLETS (in Indian Sauce). HADDOCK ROES. Fried SOLES. Rippered HERRINGS. BLOATERS. HERRINGS A LA SARDINE.

OATMEAL, &c., &c.

BOOKS! BOOKS !!!

The Latest and most Popular NOVELS. By First class Authors.

DICTIONARIES

"Cable Coil," "Perfection" and "Empress of India"

TOBACCOS.

Specially Seclected CIGARS. Cavite CHEROOTS. Princessa CHEROOTS. Cavite CIGARS. Princessa CIGAR?

> Aroceros CIGARS. Vegueros CIGARS Choice No. 3 Melsig CHEROOTS. Choice No. 3 Fortin CIGARS.

REVOLVERS & RIFLES. Breech loading Central Fire FOWLING

PIECES. Electro-Plated "British Bull Dog" REVOLVERS.

SMITH AND WESSON'S REVOLVERS. COLT'S DERINGER PISTOLS AND REVOLVERS. CARTRIDGES, &c. &c.

Hongkong, October 15, 1879.

To-day's Advertisements.

FOR SHANGHAL The Steamship "HAKON ADELSTEN.

Captain O. Bergh, will be despatched for the above Port TO-MORROW, the 16th Inst., at 2 p.m. For Freight or Passage, apply to SIEMSSEN & Co., Agents.

Hongkong, October 15, 1879.

will have quick despatch.

FOR SWATOW, AMOY & FOOCHOW. The Steamship "KWANGTUNG." Captain Abnorr, will be despatched for the above Ports on SUNDAY, the 19th Inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, October 15, 1879.

FOR NEW YORK. The A 1 American Ship "EMERALD ISLE,"
STAPLES, Master, will load here for the above Port, and

For Freight, apply to VOGEL & Co. Hongkong, October 15, 1879.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY.

LIMITED. COMMENCING on SUNDAY, the 19th J Instant, and until further notice, the NIGHT BOAT will leave CANTON for Hongkone on SUNDAYS, instead of SATURDAYS.

> By Order. P. A. DA COSTA,

Secretary. Hongkong, October 15, 1879.

SHIPPING.

. ARRIVALS,

Oct. 15, Hae-shin, Chinese steamer, from Oct. 15, Eta, Chinese gunboat, 400, F. E. Walker, R.N., Singapore Oct. 4. Oct. 15, Theta, Chinese gunboat, 421, Lieut. J. J. Bell, R.N., Singapore Oct. 4.

Oct. 15, Epsilon, Chinese gunboat, 400, Lang, R.N., Singapore Oct. 4. Oct. 15, Zeta, Chinese gunboat, 400, R. Paul, R.N., Singapore Oct. 4.

Oct. 15, Kiungchow, British steamer, 159, A. N. Love, Hoihow Oct. 14. General. KWOK ACHEONG. Oct. 15, Canton, Siamese ship, 779, C. Knudson, Bangkok Sept. 26, Rice .-

Chinese. Oct. 15, Ava, French steamer, 2173, Rolland, Marseilles Sept. 7, Naples 9, Port Said 14, Suez 15, Aden 21, Galle 30, Singapore Oct. 8, and Saigon 12, Mails and General.—Messageries Maritimes.

DEPARTURES.

Oct. 15, Douglas, for Coast Ports. 15, Esmeralda, for Manila. 15, Fetisch, for Bangkok. 15, Cyphrenes, for Nagasaki.

CLEARED.

Homewood, for San Francisco. Kalaja, for London. Antioch, for San Francisco. Agamemnon, for Amoy. Centaur, for Cape St. James. Radnorshire, for Yokohama. Pernambuco, for Saigon.

PASSENGERS.

Arrived. Per Ava, for Hongkong : from Marseilles, Mr and Mrs Pellock, Revs. Duei Han, Tchen Tchoue, Tortugause, Verder, Ri-

chard, and Aguesse; from Singapore, Mr Georges and son; from Salgon, Mr Roques, and 117 Chinese. - For Fhanghai: from Marseilles, Messra Russell, Sauret, Maire, and Talon.—For Yokohama: from Marseilles, Messra Dixon, Merian, and Cheynet. Per Kiungchow, from Hoihow, Mr and Mrs Wilson and child, and 48 Chinese. DEPARTED.

Per Douglas, for Amoy, Mr F. Clayson. Per Diamante, for Amoy, Mesers R. A. Lane, Schlesinger, and Gutheriz.

To DEPART. Per Pernambuco, for Saigon, 262 Chi-

SHIPPING REPORTS.

The Chinese gunboat Theta reports Rain and light winds. The British steamer Kiungchow reports: Light winds and fine weather throughout,

CARGOES.

Per British ship Agnes Muir, sailed 6th October, 1879, for Bamburg: -9,070 cases Cassia lignea, 100 bales Chinaroot, 270 pkgs. Merchandise, 350 tons Coprah, and 80 cases Cinnamon.

POST OFFICE NOTICES. MAILS will close: For SHANGHAL.

Per Hakon Adelsten, at 1.30 p.m. Tomorrow, the 16th inst. For HOIHOW AND HAIPHONG, (with Mails for Pakhol and Hanoi). Per Hae-shin, at 1.30 p.m. To-morrow,

the 16th inst. For STRAITS SETTLEMENTS. CALCUTTA. Per Moray and Arratoon Apear, at 2.30 p.m., on Thursday, the 16th inst.

For SWATOW .--Per Atholl, at 5 p.m. To-morrow, the 16th inst. For HIOGO, YOKOHAMA (AND NAGA-

SAKI). previously notified. For SWATOW, AMOY, & FOOCHOW,...

Per Kwangtung, at 5 p.m., on Saturday,

the 18th inst.

Not Responsible for Dehts.

either the Captain, the Agente, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-

ALEXANDER YEATS, Canadian ship, Capt. J. W. Dunbam. -P. & O. S. N. Co. WM. H. DEITZ, American barkentine. Capt. Endicott.—Chong Woo.

H. UPMANN, German barque, Captain H. G. Weber.—Eduard Schellhass & Co. Beethoven, German barque, Captain Haje.-Melchera & Co.

MS 408. FOR TO-MORROW Shipping.

Daylight .- Agamemnon leaves for S'hai. Notice of optional cargo per Ava to be given before 11 a.m. 2 p.m.-Hakon Adelsten leaves for S'hai.

3 p.m.-Moray and Arratoon Apcarleave for Singapore, &c.

11 a.m.—Auction of Sundries at Mr G.

Meeting. 9 p.m.—Meeting of Perseverance Lodge.

L. Lammert's Sales Room.

General Memoranda. FRIDAY, October 17 :--Transfer Books of Union Insurance So-

ciety of Canton, closed from this date to 27th Instant, inclusive. SATURDAY, October 18:-Noon. - French Mail leaves for Ports of Call and Europe.

Noon.-Mitsu Bishi Mail leaves for Yokohama via Kobé. SUNDAY, October 19:-Daylight.—Kwangtung leaves for Coast

Night-Boat leaves for Canton. Monday, October 20 :--Goods per Braemar Castle undelivered after this date subject to rent. Goods per Radnorshire undelivered after this date subject to rent.

HONGKONG DISPENSARY,

Established A.D. 1841.

A. S. WATSON & Co., FAMILY & DISPENSING CHEMISTS.

WHOLESALE AND RETAIL DRUGGISTS, *IMPORTERS* ORUGGISTS' SUNDRIES, NURSERY REQUI SITES, Toilet Requisites, English, AMERICAN, AND FRENCH PATENT

MEDICINES. MANUFACTURERS

Sois Water, Lemonade, Tonic Water, Gingarade, Potass Water, Sarsaparilla Water, and other Asrated Waters. The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876. The publication of this issue commenced at 8 30 p.m.

THE CHINA MAIL.

HONGKONG, WEDNESDAY, OCT. 15, 1879. REUTER'S TELEGRAMS. [SUPPLIED TO THE "CHINA MAIL."]

(Per E. E. A. & C. Telegraph Co.'s Line.) GENERAL ROBERTS AND YAKOOB KHAN

AT CARUL.

VIA SINGAPORE, 14th Oct. General Roberts accompanied by Yakoob Khan entered Cabul on the 12th instant.

LOCAL AND GENERAL.

The next English Mail may be expected here on the 18th (Saturday), by the P. and O. steamer Kashgar. THE French Mail will be delivered probably

at half-past 8 o'clock this evening.

necessary.

THE Criminal Sessions fixed for Saturday next, will only be formally opened and then adjourned till Monday; this is to allow of the case before the Court and Assessors in Admiralty being proceeded with, so that the ves el may not be detained longer than

any portion of the Colonial Estimates for from Haiphong, Pakhoi, Hoihow, or any 1880, although it is laid down by the the ports of Japan. It says:regulations that they shall be drawn up so soon after the month of June in each year as is practicable. The absence of the their progress this year, and possibly other however, time that the Finance Committee began their labours, as, from all that we hear, considerable discussion will be necessary over several of the fiscal projects.

FROM the official quarterly return of the Collector of Stamp Revenue, published in the Gazette, it may be seen that a decrease of \$10,060.38 is shown on the collections made from January to September of this year, as against the three corresponding quarters of last year. The figures arecollected up to 30th Sept. 1878, \$96,682.20; collected up to 30th Sept. 1879, \$86,621.82; decrease shown this year, on three quarters, Per Niigata Maru, at noon, on Satur. \$10,060.38. The amount of Stamp duties the only daughter of ex-President Grant, collected during the July-September quarter will be received everywhere with regret. was \$28,267.61. We believe that the decrease thus exhibited in this year's revenue is mainly owing to the large and sidency, and the story of her happy man, part of the Duke, and fell justice was

almost feverish share transactions of last year, as compared with the more limited and sober business of 1879.

WE understand that, in consequence of recent developments, the labours of the Supreme Court Commissioners will resumed. It does not, however, appear to be very clear what good these gentlemen can accomplish. The estimation in which the official administration and bookkeeping powers of the Court in the past are now held by the public cannot well be lower than it now is; and unless the Government proposes to refund lost money to those persons unfortunate enough to have had their funds placed in the bands of officers of the Supreme Court, it is difficult to see what good object can be attained by reopening the subject. There seems little more to be gained in investigating the incomplete records of the dead past, unless indeed it be present reparation.

The four steel gunboats, recently built in Newcastle-under-Lyne, for H. I. M. the Emperor of China, arrived in harbour this as a stevedore in Nagasaki, was brought forencon and anchored off the Wanchai pier. They are named the Epsilon, Captain | Lang, R.N.; the Zeta, Lieut. Paul, R.N.; the Eta, Lieut. Walker, R.N.; and the Theta, Lieut. Bell, R.N. The little squadron left Singapore on the 4th instant, and experienced, during the first four days, light S. W. winds, the remainder of the passage light N.E. They are alike in armament. horse-power and tonnage, each carrying one eleven-inch 35 ton gun, two 12-pounder guns, and 2 Gatlings. They are of 70 horse. power, and 126 tons, with a complement of 31 all told. Their steaming abilities reach ten knots an hour going ahead and nine knots going astern, and they are fitted with bow rudders.

LITTLE steamer named the Petrel was launched from Kowloong Dock this morning. This steam-launch is the property of Captain Burnie, acting surveyor for Lloyd's, and is for use in the harbour. According to inexorable custom, the inevitable bottle was broken over the bow of the produce them here. little craft, as she began to slide into the water—the simple ceremony on this occasion having been performed by Mrs Burnie. The Petrel was designed by Mr Liddell, manager of the Kowloong Dock, and her symmetrical form and finish reflect oredit on that gentleman. Her engines, which were designed by Mr Robertson, acting secretary of the Company, are of the compound type and promise good results.

A stroll round the Dock Company's premises at Kowloong reveals many recent improvements in the arrangements of that establishment. There can be no doubt that the facilities for building and repairing in this large yard are exceptionally great; and the capacity for constructing and repairing boilers and machinery is enormous. The latter department is unusually busy doubtless prove gratifying to Shareholders at present, several important and heavy contracts being now in hand. Among the improvements may be noted the formation of a temporary dock which, when completed, will be capable of receiving a vessel of 130 feet in length.

To-DAY's Gazette gives the following as the average amount of Bank Notes in circula-

tion in Hongkong during September:---Specie in reserve. Oriental Bank Corp.,...\$312,819 \$250,000 Cha. Mer. B. of India London & China,.... 487,846 Cha. B. of India, Aus-

tralia & China...... 510,191 250,000 H. & S. B. Corp,......1,966,011 Total.....\$3,276,867 1,500,000

THE following letter from Captain Pauli, H.B.M.'s Consul at Mauila, is published in the Gazette. It is dated Manila 7th Oct., and, while referring to the recent detention of the steamer Diamante in quarantine, WE understand that the Finance Committee | contains a caution to shipowners who may have not yet been called upon to consider carry passengers or merchandise to Manila

SIR,-I have the honour to inform you that the Board of Health of this place, imposed 14 days quarantine on the British Steamer Diamante on her arrival from Governor in Japan has doubtless delayed Hongkong, in consequence of there being some passengers on board proceeding from Japan; they have also declared the ports of difficulties have arisen in the way. It is, Haiphong, Pakhoi, and Hoihow infected with Cholera, and vessels from those ports subjected to a fortnight's quarantine, and if vessels from Hongkong or Saigon have passengers or merchandise on board from these infected places, they likewise will be subjected to quarantine. I managed to get the term reduced to

> the Authorities are determined to carry out their views in respect to Japan. GENERAL and Mrs Grant will have sad news awaiting them on their arrival at San Francisco. Tier only daughter has died suddenly at her husband's seat, Warsash

ville Courier-Journal says :-The name of Nellie Grant became known | depends. Miss Emily Bisin was dignified and to all newspaper readers during the two careful as usual as Durhess de Grand terms of her distinguished father's Pre- Tete. To Mr Crofton fell the appropriate

riage to the man of her choice is familiar to every American household. The unexpected, intelligence of her death will stir the sympathies of the entire country.

THE Yokohama Punch has had another fling at a late distinguished visitor, by way of a cartoon entitled "The Galley of Lorne and the Groom; or, the Divil's Own Deloight!" A Mr Pitfall is represented as arrayed in a stove-pipe hat, attending on the great personage; and the peckets of the latter are again figured as full of "apaches."

A correspondent, "Quiz," in the Hiogo News calls attention to the fact that "silver yen have been taken in payment of Customs' duties for about eight years. This was notified long ago, and there is probably not a merchant in Japan but what is aware of the arrangement." It therefore appears to be a sign of weakness that the Finance Minister should find it necessary to repeat the notification.

WM. SAMUEL CANNON, describing himself before H. B. M's Consul on the 10th ult. charged at the instance of a Constable. with having been deported from Yokohama under a conviction dated Yokohama, 22nd May, 1878, and a warrant under the hand and seal of the Judge of H. B. M.'s Court for Japan dated 5th February, 1879; and that he has since returned to Japan, without the permission of one of H. M. S cretaries of State. The accused admitted the charge, and was ordered to be redeported to the Colony of Hongkong; that he be imprisoned in the prison at Negasiki-Japanese prison, or other place of confinement—pending the confirmation of this sentence by the Judge of H. M. Court for Japan; and that he pay the expenses of his imprisonment, and the costs of that Court, and expenses of deportation.

CANTON INSURANCE OFFICE. Report for Presentation to the Shareholders at the Annual General Meeting, to be held at the Offices of the Company, on Tuesday, 21st October 1-The General Agents have now to submit

to the Shareholders the Annual Statements of Accounts:---Office 1877 was closed last April and as the Final Accounts and Audited Balance Sheet were then distributed amongst Share-

holders it is thought unnecessary to re-Office 1878.—The extent to which Steam Ships have taken the place of Sailing Vessels and the consequent earlier termination of Risks and settlement of claims, combined with the rapidity with which information is derived from all parts of the world, have rendered unnecessary the time formerly required to prepare closed accounts, and the General Agents with the sanction of the Consulting Committee have decided to accelerate by six months the distribution of profits and the final winding up of each office. They accordingly in July last paid an interim dividend of \$262 perhare and a return of 25 per cent to Shareholders on their contributions and they now render an Audited Balance Sheet, shewing, after making a sufficient payment to office 1879 to meet any further averages and charges, a balance of \$94,820 available for distribution, which in accordance with the Articles of Association it is proposed to distribute by a further Bonus of 10 per cent on Contributions and a Dividend of \$104 80 per share. The results of the business will as it will be seen from the statement now submitted that the net profits of the year

amounted to \$330,120.00 distributed as | follows:--1st Dividend paid in July, \$262 1st Return on Contributions paid in July, 25 per cent,.....\$157,200.00

2nd Dividend now payable, \$104.80 per Share,..... \$1,440.00 2nd Return on Contributions now payable 10 per cent,...\$ 62,880.00

\$880,120.00

Office 1879.—An opén statement is attached shewing \$162,045.44 at credit after allowing fully for all anticipated losses and JAEDINE, MATHESON & Co.

General Agents, Canton Insurance Office,

Hongkong, 11th October, 1879. THE CHILD OF THE REGIMENT"

BY JOHN JACK'S COMPANY. Last night "The Child of the Regiment" was produced at the Theatre Royal by the Theatrical Company at present performing in our midst. The whole representation was most creditable to all the artistes engaged. The characters in the piece idmirably suited the actors and actresses to whom they were entrusted; and as they were all well-familiar with their parts and the piece is full of some good rollicking fun and exquisite fooling and the audience apparently in a good humour, everything went well. Miss Firmin as the girl with the 800 fathers (the story is too well known to require any summarizing here) appeared to greater advantage them we have yet seen her here. Equally as the adopted of the Regiment "with a bit of the devil in her (what's a girl without it?) and as the rough nine days in the case of the Diamante, but material of which her mother extrestly endeavoured to make a lady, her impersonation of the character was really admirable; and she well deserved the hearty applause which was repeatedly called for h. We were sorry to see the same bad taste in her dress of which we complained in a recent notice in these columns. Mrs Norville and Miss Emily Blain have fortunately been able to sufficiently understand the trate House, Lichfield, Hampshire. The Louisof a Hongkong audience to prevent their being led into offending it in the same way. Theformer lady as Marchioness de Berkenfelds was beautiful graceful and clever in her pour-

trayal of a character on which a great dual

have mentioned mooner; as the Sergeunt of the following tableill show:the glorious 21st he was perfect, save when his unhappy inclination to over-do the declamatory passages, for rather to make declamatory passages of what was never intended to be treated (as lanything of the sort, cropped up. A special good word is called for asito Mr George & Norville, who made a highly successful appearance and got an enthusiastic reception. Alike as the | 1851 52...119 514 "inice young gentleman" who saved Jose. 1852 53... 95, 38 phine's life, and as the successful soldier | 1853-54... 109,114 returned with honours thick upon him for 1854.55...134.330 which he could give no satisfactory fexplanation save that he had always been | 1856 57. 123,118 trying to get! killed, he had the house entirely with him. His songs,—"Let me | 1858-59. | 226, 132 like a soldier fall," "My Heart's Home," were both vociferously encored. The other songslef the evening fell to Miss birmin, and ther rendering of Lithenia gave extreme satisfaction. There only remains forimention Mr! Stuart's Steward, Ino point in the grotesqueness of which was missed by that painstaking actor. At the close of the performance Miss Firmin, Mr Jack and Mr Norville were called before the curtain and very heartily applauded. The artistic way in which as a whole the play was placed on the boards goes, a far way to remove the remembrance of the much less successful representation of "East Lynne" on Tuesday night. We should strongly recommendathe deletion of the line "East Lynne" from the Company's reportoire. It is but a poor poor play at the best, another proof of how miserable may be the adaptation of a magnificent novel; and the Company would gain in fame by adhering to the groove everyone sees they are so well fitted for. We are glad to note that | Colonywithout Impossing new taxes on the to night "Our Boys," in which one and peopleHis Excellercy employed the funds all play so admirably and which is a co- at his lisposal in many useful ways, notmedy that repays production, will be re- ably if the employment in the Police force peated to-night, when the Theatre will be of evry able-bodied man, who had no under the joint patronage of Lieut. Col. occuption whatever, saving thereby a large Stuart, Lieut. Col.; Hall, Lieut.-Col. Ged- sum money which would otherwise have des, Commodore Smith, and officers H. M. | been/equired for the cost of transporting Naval Squadron. This is positively the troop from Lisbon. Company's llast performance here at the present time; they go on board the Agamemnon after the performance, as it is expected she will sail early in the morning. for he Procurador's Department. These We trust they will have successful seasons at Shanghai and in Japan, and that Hong- | the requirements of the native population, kong may have an opportunity of patronis-

No. 5077.— October 15, 1879.]

HIS EXCELLENCY SR. VISCOUNT DE PAÇO D'ARCOS.

ing them on their return.

In August last a telegram was wired from Lisbon to Macao announcing that a new Governor has been appointed to succeed Viscount de Pac, d'Arcos, the present Governor of Macao, whose tenure of office expires next month.

His Excellency being now on the eve of his departure from this corner of the earth, it will not be amiss to say a few words concerning his short gubernatorial career.

Arrived here in the latter part of Decem-

ber, 1876, the noblet Viscount was received and cordially greeted by the Portuguese community in this Colony, which presented to him a flattering address in the Club Lusitano, to which His Excellency replied in a few but appropriate words, clearly revealing his uprightness and honest determination to maintain the honour of his country, and save Macao from the brink of bankruptcy and ruin, to which she was cast, not only by the encroachment of competition, but by the memorable visitation of the great typhcon of 1874.

His Excellency took the reins of the government of Macao on the 1st of January 1877. He found the old Colony a heap of ruins, public offsire in a very precarious condition, the revenue decreased considerably, the public coffers entirely empty. a debt of \$176,000, contracted by his with the Hongkong and Shanghai Bank, to make good; a regiment of houseless and pennilegs inhabitants, victims of the typhoon, crying for bread, and what was still worse, the insecurity of life and property owing to the utter inefficiency of the police force. radical reform was necessary in every public department, for the accomplishment of which His Excellency worked with a will and firm determination, surmounting all obstacles and obstructions thrown in his way by the chiefs of the old regime. At one time the thieving confraternity were so audacious, conscious no doubt of their impunity, that a village situated between two Portuguese forts and at a stone's throw from the sentinels, was attacked, and whole families-some of them composed of 15 to 20 persons—carried away and for whose ransom a heavy sum had to be paid.

His Excellency was not discouraged in the face of all this. He soon conceived a plan, which was immediately put into execution. The police force was doubled, outlying stations were established, the water police strengthened by the addition of three steam-launches, and a pillory erected in the Chinese quariers where all convicted this vest eceived a sound thrashing. This and other effectual measures, adopted by His Excellency, had the desired effect, for the Colony was soon cleared of all rogues and vagabonds, though the modus operandi of the flogging was extremely barbarous and un-Portuguese.

It is not to be wondered at that these high-handed measures have not pleased everybody, much less the Chief Justice Dr Pinto Osorio, who soon came into conflict with the Governor, which was enhanced, by the subsequent acts of the latter, into open hostilities. Protests were made, law technicalities cited and explained, and appeals sent to Lisbon, the result of which was the recalling of the Judge; who was promoted to an important post in Gos, and the spproval of the Governor's measures by the Minister of

State for the Colonies. A pamphlet, full of invectives, against the Governor's administration, bas just appeared in Liabon, written, it is believed, by the enraged Chief Justice, but we are glad to see that it was unfavourably received by the Portuguese press.

The security to life and property in Macao baving been restored, His Excellency now devoted all his energy in developing the financial resources of the Colony. The revenue at that time was an ineignificant one, but owing to his perspicacity and farsightedness, we soon had the satisfaction to see it touching a figure, which may be palled the culminating point, never record-

done to it. Mr Jack himself we should cd before in the anis of the Colony, as Year. Rev nue Governor.

1845-46. . \$ 95,847 1846 47... 78,327 J. M. F. do Amaral. 1847 48... \$4,119 1848-49... 72.818 Bishop Matta 1849.50... 93,255. P. A. da Cunba. 1850-51... 31,589.A. G. Cardoso.

1855-56...148,499 Viscount de Praya | 1857-58./176 933 1859-60. 249,218 1860 61, 244,886

1861-62. 231,896 j 1862-68. 223,894. Judge J. F. Pinto. 1863-64. 238,318 1864-65. 285,008 J. R. C. do Amaral. 1865-66. 307,152

1866-67. 326,470 J. M. Ponte e Horta. 1867-68. 375,502 1868-69. 366,028 1869-70. 385,874 A. Sergio de Souza. 1870-71. 394,059 1871-72, 407,931 Viscount S. Januario. 1872-73, 487,208

1873 74 484,032 1874 75. 373,806 J. M. Lobo d'Avila. d'Arcon.

Whir developing the resources of the

The Macao Chinese Community is also muc indebted to His Excellency for the Ruls and Regulations enacted by him regiations are so liberal and adapted to tha they are looked upon as the best enatments that have ever regulated that tribunal, on which depend the life and projecty of the entire native population.

The barren island of D. Joan, opposite the Praya Grande, was turned by His Excellency into a leper asylum, and no less than one hundred unfortunate wretches are now fed and clothed at the expense of the Micao Government.

His Lordship Dr. Ennes, the Bishop of Macao, would not have been able to establish the important Mission in Hainan had it not been for the powerful support and assistance he received from the Governor.

Few Governors have landed in Macao with such a determined good-will to work for the welfare of the Colony confided to bis care, and fewer still have departed with the conviction of having more loyally and conscientiously performed their duties. W. hope that besides this inmost satisfaction which the Viscount de Paço d'Arcos will carry with him wherever he goes, he will be duly rewarded by his Sovereign for the valuable services rendered by him to his country, and we heartily wish the noble VISCOUDE EQUAL BUCCORD IN LIE FREEZE COLOCE.

CORRESPONDENCE.

TAXATION IN MANILA. To the Editor of the "CHINA MAIL." Hongkong, 14th Oct.

Sir,—Being so far away from the Philippines, it is impossible for me at present to refute the strictures thrown broadcast by Truth in the Daily Press of this morning against the Spanish Government. His intention may be a good one, though I very much doubt it. He complains of the heavy taxation in the Philippines. Is the sum of \$12 for a license levied on hawkers, for the purpose of protecting them and their property, a heavy tax? Any man with a particle of common sense and acquainted with the fertility of those islands, will certainly answer most emphatically, No! As to Truth's assertion that the Spanish Government have issued to the famine stricken people "some doles, enough only to feed a body for six hours," I must say that this savours of excessive exaggeration if not perversion of truth. I must remind Truth that, far from being oppressed with taxation, the people of the Philippines pay less taxes than those of any other Spanish possession.

In fine, if Truth is a sincere philanthropist [would recommend him to send his future effusions to one of the several Manila papers, (so that his advice may be useful to the Government of that place) instead of writing in a foreign language and publishing his views in a paper hundreds of miles away and read only in Manila by a

OPINION

SUPREME COURT.

IN ADMIRALTY. (Before the Chief Justice Sir John Smale, and Capt. Thomsett, R.N., and Capt. McMurdo, Marine Surveyor, Nautical Assessors.)

DAMAGES FOR A JUNK RUN DOWN.

Sin King Loy-Promovent

RABEN-Impugnant. Hon. J. Russell, Acting Queen's Advocate, instructed by Mr E. Sharp, appeared for the Promovent; Mr Hayllar, Q.C., instructed by Messrs Brereton and Wotton,

for the Impuguant. This case was last before the Court on Monday, when the case for the Promovent

Mr Hayllar now stated the case for the impugnant. The Gustav, of which his client was Captain, was a German barque of 650 tons burden. On the 21st of last months she arrived off Hongkong with a cargo of beans from Newchwang and Chefoo. He had now a larger chart giving the entrances in every detail.

The Court desired that the smaller chart. which was used yesterday and which was marked, should be sent for; this was done. Mr Hayllar proceeded. About nightfal they were outside the Lamms Channel they tacked there back again to the West Ling Ting, that is towards Cape D'Aguilar, the light on which was clearly seen all the time. The night was very dark as described by the witnesses who were on the junk there was only a moderate wind; but some

heavy gusts and a low glass led them to

barque was to go a certain distance in this

expect a typhoon. The intention of the

direction and then tack back again and pass | credibility of the witnesses on behalf of the | d d not see the junk's crew come over the through the Lamma Channel for safety for | junk as to what took place after the col- suip's side. My mate attended to them. I the night. When about six miles from lision occurred. Their story was that the remained aft, as I was wanted there. I asked Cape D'Aguilar, Futoi on the lee bow; the Chinese cook came down on the anchors at if all hands were on board. I was anxious wind was from the N. W., the barque | the cat's-head and helped the men or some | to get to Hongkong as soon as possible. close-hauled on the port tack. Now, of them up. Now the cook was sitting The junk was not waterlogged. One junk done. according to the evidence of the people on there at the time, but it actually was the can help another junk better than a ship the junk she was making from the east end | mate of the barque, a German, who did so; | can. I asked them, if they would go on of Ling Ting, their intention being to keep and the man who threw the ropes over- their own junk or their companions', but did a straight course and ester the harbour board to help them up was the look-out not press them to do so. They declined, through the West Lamma Channel, the man. These three, the mate, the look I took no steps to save their property. I broad channel. She had a very close cross out man and the cook, were there with was afraid that other junks would run into wind; it was blowing from N.N.W., which others who saw the assistance given. The me. The second junk did foul me. My would be very nearly a cross wind. This | night was very dark and the Captain brought | barque was not damaged. The mate told point was of considerable importance as his ship up into the wind, so that the junk | me there was nothing broke. Next mornthere would be found to be very material with which she had collided floated away. | ingiwhen going ashere I passed under the discrepancies on these points. The junk The companion junk came down upon the bows and saw for myself that there was people said they found themselves in such barque, got entangled in the spanker nothing damaged. I gave no instructions a position towards the Lamma Island that | jiboom and remained there for some time. | to my solicitor, respecting a claim for part of it obscured the Cape D'Aguilar The first junk drifted down again towards damages to the barque. I told my solicitor light. The look out man said he did not the barque but did not strike. The Cap- that the collision was entirely the fault of see that light all the night until he was on | tain then saw that the foremast was out of | the people in the junk, but I did not say board the barque. The Captain said the her, but both sides were floating well up that a claim for damages done to the light was now and again obscured, and he out of the water. He asked these people barque was to be made. I got a letter was corroborated on that point, he thought, | whether they wanted to try to save their | from Mr Sharp, asking \$1750, the value by the evidence of the steersman. Now, clothes and whether they wanted to be put of the junk. I went to Mr Brereton having regard to the direction of the wind, on board their own junk or the companion and told him I would not pay as I conhe put it to his Lordship or rather to the junk. They said they would remain where sidered 1 was not in fault. There was assessors, that beating up from Ling Ting, | they were, and he accordingly brought them | an offer made by the Chinese to submit and making a straight course for the on to Hongkong and landed them here next the matter to arbritration. I told Mr Breharbour with that wind, that they should morning. As to the food question, a reton I did not want to go into arbritrahave found themselves in the position matter touching the hospitality of the ship, tion. "If they want anything with me let they described, that is where the Cape the Chinese said they were refused food. Them take me into the Court and as early D'Aguilar light was obscured by the He was instructed that food was offered as possible, as I do not wish to be detained Lamma Island, was an absolute im- and given to them very soon after they in Hongkong." I did not see the look-out everybody knew, these junks made enor- They had tea and bisouits then, and again I saw a dark object the ook-out man mous lee-way; when they were sailing tea and biscuits in the morning. Rice and shouted out. I was about 100 feet distant points. So much was this the case that he take any, saying that great grief at the loss | equally good. I said to the pilot that a submitted that it was a physical impossibl- of their junk prevented them from eating. | collision was inevitable. He probably saw lity that the junk could have been brought | As to their being landed properly here he | the junk as early as I did. I could not see | off. up to where the crew said she was. There | would produce the boatmen who brought | the light on the Green Island when we colwas also great discrepancy as to the course | them on shore. The Captain had to go | lided. I first saw the light about two hours the junk was on. His witnesses would ashore on business himself, after which he afterwards. The regulation lights were in state that her head was in the opposite brought this junk man and placed him at | their proper position on the barque. Had direction to that stated by the witnesses their disposal with his junk. One of the the junk people looked over the side they paid. from the junk. The junk people were men had meanwhile got off by some other would have been bound to see my lights. sailing towards the Gustav. If she was | means. He was to bring them to Vic- I was going about four knots. The ship coming up from Ling Ting she had in all | toria side, but they said,—"No; take | had luffed about three quarters of a point, human probability made pretty much the us to Yow-mah-tee, where our compal but I could not tell how much less speed same course as the barque had done. She nion junk will be." He landed them this would produce in the ship. The watch had turned back and if, as had been stated, on board that junk. Next day he was all on deck. The cook was asleep at the Cape D'Aguilar light was occasionally saw them again and asked then what the time of collision. It is not true that he obscured, it was by a portion of Futoi. had become of their junk. They said,- was the only one who rendered assistance. in speaking of Lamma when in reality away." There was nothing said about any on board I sang out for the cook to interit was Futoi. If returning with that fire then, and nobody belonging to the pret, as they did not speak English. I am Futoi or the adjacent island, more pro- had a fair wind, but as it was it was im- good many junks about, but they were not bably Futoi. He admitted that, according possible. They also told the man when he crowded. They carried no lights. for the barque to get out of the way of saved. Another piece of evidence was that in my crew are the cook and steward. from that view of the case because he de- her way, and whether the Gustav afterwards in about half a minute from the time I aired to put the case fairly before the Court; but the matter had a very material bearing on the truthfulness of the witnesses from the junk, or what was equally if not more important,-on their knowledge of what took place. Whether they were, after a fair day's work, all asleep, or whether there was really any cooking going on, was a or the Assessors. The witnesses who would the other day; not only the European evidence but also that of the Chinese pilot. statements showed, the ship's lights burning clear, the Captain and the pilot being

be heard to day would give a very different account of what happened to that heard At 11.45, on the night of the 21st, their together at the break of the poop where the former was superintending the manceuvres of his ship, with a clear view forward under the yards of the sail, the look-out man

2½ points on the lee bow.

Jurgen Raben, Captain of the German

i er eleven years; I have commanded the

Gustav nearly five years. Her tonnage is 656

net; 15 hands all told; two mates, carpenter

and sail maker, and four able seamen; the

rest are ordinary seamen; Chinese cook

and boy. I have been in the habit of

barque into Hongkoug more than a dozen

times. On the 21st September, we were

making for Hongkong from Newchwang with

little westward of north; unsteady; fresh

gusts sometimes; then moderate breeze

The atmosphere was clear, no fog; but it

rain. We were trying to make the Victoria

harbour for shelter. We made Ling Ting

and then tacked and were then close-hauled

on the port tack. We saw the Cape

D'Aguilar light from before the time we

tacked. I was on deck; we were steering

collision was sitting on the hatch near

Kriedner; a competent man whom I ship-

was on the fore castle. My attention was

the lee bow, fully 400 yards off. The Cape

D'Aguilar was about 6 miles distant, say

N.E. & E.; Futol we had on the star-

board bow four miles distant. We were

making about four knots an hour. We

had our regulation lights. The look-out

man sung out almost at the same

moment as I thought I saw something,-

"A junk close on the lee bow." There

were no lights on the junk. I could not

see at the moment whether the junk was

under sail or dragging her nets. When

first saw the junk she was just clearing out

of the shadow of the dark land. I could

see at once that a collision was unavoid

tack. She rounded the barque's stern so

tried to get clear of the first junk. After

clearing the second junk hanging in our

quarter, I observed the first junk drifting

close that she fouled my spanker boom.

able, unless the junk took precautions.

ped ten months ago in New York.

witnesses :—

beans. It was a dark night; threatening being in the bows, at the same moment the weather, low glass; we were afraid of an Captain and the pilot, and the look out man suddenly saw under the starboard bow, about 4 or 5 points, a junk under the shadow of the island of Futoi According to their story there was no light at all on the junk, neither on the foremast where it was said it was, nor on the mainmast where he believed it ought to have been, nor on the stern rail where it often was, nor on deck. The companion junk also came into view and she also had no light of any kind. At the first moment the Captain did not know whether these junks were dragging theis nets or sailing freely the poop. The look-out man was Karl towards the barque. From the moment when the first junk came into view it was quite clear that nothing could be done to avoid a collision. From the moment the junk was seen a collision was inevitable. The question was, Was the junk carrying a light and were the people keeping a good look-out. Almost the moment she could be seen she was reported by the look-out, and he swore distinctly she had no light. The Captain immediately on knowing that a collision was inevitable gave the order to off and put the helm hard down. The ship obeyed, but there was no time—the junk was only 200 or 300 feet off-no time whatever to materially slacken the speed of the ship, for just as the sails began to shake, according to the statements of the witnesses from the Gustav, the foremast of the junk struck the guys of the barque and the foremast fell. The junk then struck the starboard bow of the barque. gave orders to luff and that was attended to The whole occurrence took only a minute. at once. I also ordered the helm hard The collision was perfectly inevitable at down. The ship obeyed her helm. The

the moment the barque could first be collision occurred in about one minute after seen, and he believed it was now my first sighting the junk. I did not see well laid down-it was laid down in the the actual collision. I saw the junk alongrecent case of the Princess Alice and the side my ship. I did not notice particularly Bywell Castle-that any manœuvre made how the junk's masts were, but I knew one by a vessel in extremis, when the col- had gone as I heard it map. I steadied lision was inevitable, when it could not the ship to enable the junk's crew to board. have been avoided by any reanceuvre at all, There was another junk right ahead, a little on the lee bow. She also came into colwas not to be taken into consideration, lision with us. She was on the starboard His Lordship would also remember the case of the Khedive, in which Capt. Stewart, who it was held ought to have given the order to reverse sooner, the accident being inevitable, was held not to blame. It might be said they ought fairly to have seen the junk before they did; the answer to that was found in the evidence of both the crew of the junk and the barque,—the night was very dark. Considering the darkness of the night, the whole circumstances of the case, considering that the barque, as the junk was no doubt doing too, was taking the course she was on to get shelter from a threatened typhoon, he submitted that this

was one of those cases of inevitable accident

which could not have been avoided, which

the Gustav certainly could not have avoided gave him thirty cents. through any skill or care on the part of those in charge of her. The junk had prosiderations were of value as a test of the her. I was on the poop all the time. I had \$4 besides as wages,

With a wind like that, as came on board the barque; about midnight, man on the forecastle. Almost as soon as

The mistake made by the junk people was | "When it was last seen it was drifting | Re-examined :- When these people came wind, as he said she was, from the Cape Gustav had ever seen anything of fire after quite certain be carried no light. Fishing a charge of larceny of clothing, jewellery D'Aguilar she would in all probability the collision. The Captain of the barque boats do not carry lights. They sometimes get under the lee of the island of would have taken the junk in tow had he burn a torch over the stern. There were a

to the rules of the road at sea, it was came on board that their effects had been To Captain Thomsett:—The only Chinese the junk, whether she was overtaking her | when the junk people came on board, there | was the second mate's watch. He had or meeting her. The matter was of no great | was some conversation as to the cause of | with him the sailmaker, two able seamen importance in that connection to the im- the accident, and it was stated that the and two boys. The boys are 21 and 17 pugnant, for in either case, whether over- | junk had been coming towards the barque | years of age, and take the wheel and taking her or meeting her on the starboard, and had no light up. One point for con- look-out. I was not in bed. I was on the barque close-hauled on the port tack, sideration was whether those on board the deck. I tried to tack, but the collision the barque was bound by the rules to avoid | harque could have seen the junk somer | occurred before I had time. I saw no fire a collision if possible. He did not shrink | than they did and in time to keep out of on board the junk. She was out of sight took the right course in luffing up into the cleared the second junk.

J. Kreidner:—I am an able seaman on wind so as to slacken speed and make the inevitable blow as light as possible The board the German barque Gustav. I have to-day. position of the junk when first seen by the | been six years at sea; two years an able | Gustav was under the shade of the island, seaman. I was on the look-out on the forecastle on the night of the 21st September. I went on watch at 11 pm. 1 Mr Hayllar then called the following had a clear look out. I mostly walk from one side to the other, sometimes looking at the side lights. On this night they were but no further evidence taken. Also rebarque Gustav :-- I have been a master marbright and clear. The night was dark. manded till the 17th instant. There were very few stars. The wind was moderate. A ship's lights could have been seen about one mile off. When saw the junk I called out, -"A junk close on the lee bow." I called out in a loud voice as soon as I saw the junk. trading on the coast and have brought the The junk had no lights. She was on a westerly course. Before the collision everything was quiet and still. The junk was in total darkness; she had no light whatever. The junk struck us with her bows. I am quite sure it was not the stern. approaching typhoon. The wind was a jumped to the lee side of the ship and threw four or five ropes'-ends to help to save the Chinese. As soon as I had thrown the ropes'-ends over the ship's side I saw was very dark, no moon, and stars only several of the European crew run to the occasionally appearing. There was no forecastie to assist the Chinese. The second mate was there. I could not see

him, but I heard his voice. Orosa-examined :-- The bowsprit got entangled in the junk's gear. After the crew left the junk she drifted away astern. Re-examined: -I threw the ropes'-ends on the wind. The mate at the time of the

into the water in case any of the junk's crew might he overboard. To Captain Thomsett: -I was at the wheel

from 10 till 11 o'clock. I then went on the look-out. I saw no fire or light on the

suddenly attracted by something dark on By His Lordship :—The junk disappeared about a quarter of an hour after the Chinese had boarded the barque. The first junk was on the port side and in sight when the second collision occurred.

The Court here rose for tiffin at 2 o'clock. On resuming an hour afterwards,

Adolph Wunderleck, the chief officer, ten years a seeman and two years an officer. who was on deck at the time the collision took place, corroborated the Captain as to the fat s of the collision. When the Captain gave the order to luff and put the helm hard down he ran and put the helm hard down. He then went forward and going down on the anchor at the cats'-head helped five men up. When there holding on by the left hand, and the people coming to the high part of the junk, he could get them up with his right arm. The people had food ordered for them within half an hour after they came on board. Neither the Captain nor he ever suggested the crew going back to their own junk; that would have been unseamanlike, considering the

state of the weather. This witness could speak English well enough; but preferred to give his evidence in his own language (German), to which the Chief Justice had no objection. Mr Stockhausen, the usher of the Supreme Court, interpreted.

The next witness was the Chinese pilot, Ohun Ahun, who stated the facts of the down on my lee bow. She was dismasted, | collision virtually in the same terms as the but was quite high. I asked the junk's crew | Captain and mate. He believed the colliif they wished to go back to their own boat | sion could have been avoided had both the or on their companion's. They preferred re- junk and the barque seen one another soon maining with me and coming on to Hong. enough. The Chinese junk's head should kong. Early in the morning I asked if they | have been put to the north east. The junk had had food; they said they had, should have seen the ship's lights in time. Next day my sampan took them on board He could have seen the junk a mile off the other fishing junk. This would be even without a light. She was, however,

about 4 or 5 o'clock. One of them told me hid in the shadow of Futol. he had no money to go ashore with, so I This witness admitted in cross-examina-| tion by the Harbour Master, that he was one Cross-examined by Mr Russell :- I was of the crew of a licensed pilot boat; he acted steering by the wind. The junk was steer as pilot and got more money from his bably not expected to meet any ship there, ing in the same direction. We were about master. For the Gustan he got \$8 and and probably would not have done so but | two and a half or three ships' lengths, about | gave his master \$3. He always got half for the threatening weather. These con- 400 feet, from the junk when I-first new the pilotage when he piloted a vessel. He

The case was then adjourned till Saturday, at 10 o'clock, the expectation being that they will be able to finish the case that day; the Sessions to be formally opened and adjourned on that day to allow of this being

> Police Intelligence. (Before C. V. Creagh, Esq.) Wednesday, Oct. 15.

DRUNK AND INCAPABLE: John Somers, 25, a fireman on board the S.S. Radnorshire, was fined \$1 or to suffer three days' imprisonment for being drunk and incapable in the Queen's Road, on the 14th instant.

DRUNK AND DISORDERLY. Norman McCaskell, 42, seaman, S.S. Pernambuco, was charged with being drunk and disorderly and with having destroyed gold dust to the value of \$2 in a silversmith's shop in Stanley Street, on the evening of the 14th instant. Fined \$1, and to pay \$2 amends to the

complainant, in default, ten days' imprison-

ment. Fine paid.

UNLAWFUL POSSESSION. Sit Akan, 53, washerman, was charged with being in unlawful possession of a pillow-case, the property of the Government. J. M. Dowling, steward in the Government Civil Hospital, recognised the pillowcase as the property of the Government by its having the Hospital mark on it. Nearly nominally so many points to the wind they fish were prepared for them and salt pork from the look-out man. He ought to have all the cases of the pattern were destroyed were not really anything like so many was boiled for them too. They refused to seen it before me if his eye-sight were at the fire last Christmas. When appre-| hended defendant offered to "cumshaw" and "chin-chin" witness if he would let him

> Defendant said he got the case from a former steward. It was filled with old potatoes.—Fined \$15, in default, fourteen days' imprisonment with hard labor. Fine

STEALING CLOTHING AND MONEY. The case in which James Murrow, seaman in the Homewood, was charged with stealing a coat, cap, and \$1.50 yesterday, was again before the Court to-day, when defendant was discharged.

Ezekiel Francis, 19, fireman, unemployed, was again brought up this morning on and money to the value of \$300, at Singapore. Evidence was led to shew that complainant met the defendant in Saigon, and out of compassion found him in food and lodging for some days. After complainant had sailed for Australia defendant, with the wife and children of complainant, came to Hongkong where they now are. Case further remanded for a week to

obtain instructions from H.E. the Governor.

A CONFIRMED LOAFER. The case in which Thomas Lewis, 19, of Hongkong, a seaman unemployed, was charged on the 10th inst. with larceny of clothing from the Naval Yard at Kowloon on the 7th instant, was again brought up Evidence was given by two witnesses to

prove the selling of a great-coat on the 7th instant. Remanded till 17th instant. A second charge against prisoner for stealing clothes from a house in Aberdeen Street, about a month ago, was also called,

DETAINING A CHILD. Lai Afung, 46, a widow, was charged with detaining a child named Chun Ho, alias Ut Hoshin, under 14 years of age, with intent to deprive the lawful guardians of the possession of the said child.

The child was brought to the Central Police Station by a constable, who found the child wandering about the streets. On enquiry being made defendant was found, who claimed the child, having purchased her for \$24.50 at Kowloon. She afterwards stated that it was at Syingpoon she made the purchase, and that the woman who sold the child represented herself as her mistress. Remanded till the 17th instant.

The Magistrate intimated his willingness to admit defendant to bail in \$100, but the money was not forthcoming.

Quotations. Hengadus, October 15.

-New Patna, cash ... \$555

New Bonares, cash, 512

cash,... 530

cash. --

New Mains, credit, 720 Taols. —' Allowance. Old Malwa, credit, 750 Allowance Exchange. Bank, Wire,... ... 3/81 Demand, 30 days' sight, ... o/a 4 months' sight, demand,

Credits, 4 Documentary, 4 months' sight, 3/9 India, Wire,... Shanghai, demand, ... 72 30 days' sight, ... 734 Gold Leaf, 991 fine ... 27.55 Sovereigns, Shares.

Hongkong Bank, 57 % prem., sales. --Unio: Ins. Society of C'ton, \$1,350. China Traders' Ins. Co., \$1,350. North China Ins. Co., Tls. 1,125, buyers. Yangteze Ins. Assoc., Tis. 725, buyers. Chinese Insurance Co., \$300, sellers. H.K. Fire ins. Co., \$785, sales. China Fire Ins. Co., \$198, sales. H.K. & W. Dock Co., 14 % prem. H.K. C. M. S.-boat Co., \$10 prem, sellers. Shanghai Steam Navigation, Tls. 11 China Coast St. Nav. Co., Tls. 87 Hongkong Gas Co., \$70 Hongkong Hotel Co., \$65 China Sugar Refining Co., \$165, sellers. Chirese Imperial Loan of 1874, nominal.

> of 1677, do. Temperature.

Taken at Mesers Falconer & Oo.'s Premists.) Queen's Road.) Hongkong, October 15.

BAHOMETER 9 A.M.... 80 068 1 P.M.... 30,068 TRERMOMETER-9 A.M. ... 1 P. M ... 4 P.M. ... (Wet bulb) 9 A.M. 77 Do. 1 P.M. 4 P. H. Marimum Do. Minimum over night

Notices of Firms.

NOTICE.

TAR. ALEXANDER C. LEVYSOHN retired from our Firm in Hongkong and China on the 31st of December last, and Mr LORENZ POESNEOKER was admitted a PARTNER therein on the same

Mr JULIUS KRAMER has been authorized to Sign our Firm per Procuration at CANTON.

ARNHOLD, KARBERG & Co. Hongkong, October 11, 1879.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr JOHN FAIRBAIRN in our Firm here and in Yokohama, CEASED on the 31st March, 1879.

LANE, CRAWFORD & Co. Hongkong, October 6, 1879.

NOTICE.

THE Undersigned has established himself at the Premises formerly occupied by Lammert, Atkinson & Co., Peddar's Wharf, as

AUCTIONEER, APPRAISER

COMMISSION AGENT. All GOODS intrusted for SALE will be fully covered by FIRE INSURANCE. G. R. LAMMERT.

F. Hongkong, July 1, 1879.

NOTICE.

MHE INTEREST and RESPONSIBILITY of Mr C. BRAUN in our Firm, Crased on the 23rd September A.C. Mr C. STIEBEL is authorized to Sign

our Firm. REISS & Co., Hongkong, Shanghai, Yokohama.

Hongkong, October 3, 1879.

NOTICE.

TROM the 1sr of October, DR EASTLACKE will receive his PATIENTS at bis new DENTAL ROOMS, No. 50, Queen's Road Central, over the MEDICAL HALL.

Hongkoug, September 23, 1878.

Intimations.

CONSULAT DE FRANCE.

TE Gouvernement de la Cochinchine mettra en adjudication le 3 Novembre prochain un SERVICE MENSUEL et DIRECT PAR BATEAU à VAPEUR entre Saigon, le Tonquin, et Poulo-Condor. Le cahier des charges peut être consulté à la Chancellerie du Consulat de France. Hongkong, le 9 Octobre, 1879.

Le Chancelier p.i., J. LE GLAY.

FRENCH CONSULATE.

THE Government of Cochin-china invite TENDERS for a DIRECT MONTH-SERVICE by STEAMER between Saigon, Tonquin, and Poulo Condor; Tenders to be opened on the 3rd November

Full Particulars may be seen at the French Consulate. J. LE GLAY,

Acting Chancelier. Hongkong, October 9, 1879.

HONGKONG WHARF & GODOWNS.

COODS RECEIVED on STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the Wharf, on favorable Terms, with quick despatch. Also entire Gonowns to be let.

MEYER & Co. Hongkong, October 1, 1879.

COSMOPOLITAN DOCKS.

B. SPRATT & Co. have lately added an Extensive MACHINE SHOP and other APPLIANCES to the former Advantages of these Docks. The Dimensions of the Dock are:-460

Feet, on the Blocks; 92 Feet Wide; Ordinary Tides, 21 Ft.; Spring Tides, 241 Ft. Office, 20, PRAYA CENTRAL, HONGKONG. Hongkong, October 4, 1879.

Volume Eighth of the 'CHINA REVIEW."

No. 1.-Vol. VIII.

-OF THE-

CONTAINS-Translations from the Lü-li, or General Code of Laws.

New Cantonese Words. Translations of Chinese School-books. The Ballads of the Shi-king. Nestorians at Canton. Korean Pronunciation of Chinese.

The Critical Disquisitions of Wang Ch'ung. Brief Sketches from the Life of K'ung-

Short Notices of New Books and Literary Intelligence. Notes and Queries :-

Worship of the Emperor's Tablet.

Snake Bites. A Terra-cotta Vase with supposed Chinese Inscription discovered by Dr. Schliemann, at Hissarlik (with illustrations).

Opium Consumption in China. Official Usurers. Heraldic and other Designations.

Coins of the Ming. A Porcelain "Coin" (with woodout). Books Wanted, Exchanges, dro, Boughoug, September 26, 1879.

F. VINCENOT, WINE, SPIRIT, AND PROVISION MERCHANT, AND STOREKEEPER,

Hongkong. DEGS to inform his Patrons and the Public generally that he has received a Large Assortment of

FRENCH WINES, LIQUORS, SPIRITS, and STORES of the Best QUALITY (French Produce). N.B.—F. V. is ready to supply at any of the Coast Ports, as well as in Hongkong,

any quantity that may be required to suit Purchasers. F. VINCENOT.

No. 4, Peel Street.

Hongkong, October 10, 1879

HONGKONG FIRE INSURANCE COM-PANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1878, AND THE FIRST 6 MONTHS or 1879.

SHAREHOLDER's in the above Com-PANY are requested to Furnish the Noon. Undersigned with a List of their Contra-1878, and for the SIX MONTHS from Januthe DISTRIBUTION of the Portion of PRO. FITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to October 31st next, will be adjusted by the Company and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers. Hengkong, July 24, 1879.

CHINA FIRE INSURANCE COM-PANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR

1878, AND TO THE 30TH JUNE, 1879. CHAREHOLDERS in the above Com-

PANY are requested to Furnish the Undersigned with a LIST of their CONTRI-BUTIONS from the 1st January, 1878, to s.m. of day of sailing. the 30th Jac, 1879, in Order that the Portion of the NET PROFITS to be Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the Slat October NEXT will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JAS. B. COUGHTRIE, Secretary. Hongkong, August 2, 1879.

DENTAL NOTICE.

INR. ROGERS will visit Shanghai during the Summer Months, leaving Hongkong on the 1st of April next, and returning about 1st November.

Hongkong, February 10, 1879.

NOTICE.

OFFICE OF THE SHANGHAL STEAM NAVIGATION COMPANY, IN LIQUIDATION.

TENTH RETURN of CAPITAL at the Rate of TWO TAELS per SHARE, will be made to Shareholders of Record on 13th October, Payable at the Office of the Liquidators, on MON-

DAY, 20th October. Warrants will then be delivered by the Undersigned to Shareholders, or their lawful representatives, on presentation of Share Certificates for Endorsement.

The Transfer BOOKS of the Company will be CLOSED from the 13th to the 20th July, inclusive.

By Order,

RUSSELL & Co. Liquidators. Shanghai, October 1, 1879.

YANGTSZE INSURANCE ASSO-CIATION.

NOTICE.

TN accordance with the Articles of Agreement, the Directors have declared a DIVIDEND to POLICYHOLDERS for the Fifteen Months ending 31st December 1878, of THIRTY-THREE PER CENT. ON THE NET PREMIA CONTRIBUTED cayable at our Office of and after the 15th Instant.

Policyholders are requested to send in particulars of their Contributions.

By Order of the Directors, RUSSELL & Co., Agents.

Hongkong, May 5, 1879.

NOTICE.

HE Undersigned have been appointed AGENTS to the New YORK BOARD OF DEEDERWRITERS.

ARNHOLD, KARBERG & Co. DECORD OF AMERICAN AND FOREIGE

ARNHOLD, KARBERG & Co.

Hongkong, Sept. 3, 1872. See80

NOW READY CHINESE DIOTIONARY IN THE

A CANTONESE DIALECT, Parts I and II., A to M, with Introduction. Royal 8vo., pp. 404.—By ERNEST JOHN RITEL. Ph.D. Tübingen.

Price: Five Dollars, or Two Dollars AND A HALF per Part. To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghal; and Messry Kelly & Walsh, Shanghal.

Hongkong, March 1, 1878,

Intimations.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

Mails.

PAQUEBOTS POSTE FRANCAIS. STEAM FOR

JAIGON. SINGAPORE. BATAVIA. POINT DE GALLE, ADEN, SUEZ, ISMAILIA, PORT

SAID, NAPLES, AND MARSEILLES:

ALSO. PONDICHERRY, MADRAS, CALCUTTA AND ALL INDIAN PORTS.

IN SATURDAY, the 18th October, 1879, at Noon, the Company's 8. S. TIGRE, Commandant CHAMPENOIS, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marsellles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted until

Cargo will be received on board until BUTIONS for the YEAR ending December 31st | 4 p.m., Specie and Parcels until 3 p.m. or the 17th October, 1879. (Parcels are not ary lat to June 30th 1879; in Order that to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are re-

iuired. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Hongkong, October 1, 1879.

MITSU BISHI MAIL STEAMSHIP COMPANY.

STEAM TO YOKOHAMA VIA KOBE.

THE S. S. NIIGATA MARU, Captain WALKER, due here on or about the 13th Instant, will be despatched as above on SATURDAY, the 18th October, at

-Cargo received on board until 6 p.m. of 17th, and Parcels at the Office up to 10 No Bill of Lading signed under \$2

All Claims must be settled on board before delivery is taken, otherwise they will not be recognized.

RATES OF PASSAGE. To Kobe......Cabin \$60. Steerage \$15.

,, Yоконама & } Do. \$75. Do. NAGASAKI... A REDUCTION is made on RETURN CABIN PASSAGES.

Cargo and Passengers for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobé. For further Particulars, apply at the Company's Offices, No. 6, Queen's ROAD CENTRAL.

Hongkong, Cctober 7, 1879.

Occidental & Oriental Steam. Ship Company.

TAKING THROUGH CARGO AND ASSENGERS FOR THE UNITED STATES AND EUROPE.

THE HELW ROLLORKEON KI CENTRAL INION PACIFIC AND CONNECTING

ATLANTIC STEAMERS.

RAILROAD COMPANIES

THE S. S. GAELIC will be despatch ed for San Francisco via Yokohama, WEDNESDAY, October 22nd, 1879, at p.m., taking Cargo and Passengers to Japan, the United States, Mexico, Central and South America, and Europe.

Connection is made at Yokohama, with signees expense and risk. Steamers from Shangha!, Freight will be received on Board until p.m. of the 21st October. PAROEL PAUKAGES will be received at the Office until 5 p.m. same day: all Parcel Packages

should be marked to address in full; value of same is required. A REDUCTION is made on RETURN PAS-BAGE TIOKETS. Consular Invoices to accompany Overland, Mexican, Central and South American

Cargo, should be sent to the Company's Offices addressed to the Collector of Customs. San Francisco. For further information as to Freight

or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central. H. M. BLANCHARD. Acting Agent.

Bongkong, September 27, 1879. oc22



STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA,

TERRANEAN PORTS, SOUTH-AMPTON, AND LONDON; VIA BOMBAY.

ALSO, -BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship ANCONA, Capt. E. G. STEAD, will leave this on SATURDAY, the 25th October, Tea and General Cargo for London will

be conveyed vid Bombay without transhipment, arriving one week later than by the direct route. Silk and Valuables will be transferred to the Caloutta steamer at Galle. For further Particulars, apply to

Hongkong, October 18, 1879,

A. MolVER, Superintendent,

Netices to Consigners CASTLE LINE OF STEAMERS.

FROM LONDON AND SINGAPORE.

HE S. S. Braemar Castle, THOMSON. Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that the Goods are being landed. at their risk into the Godowns of the Undersigned at Wanchai, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so. Optional Cargo will be forwarded on, unless notice to the contrary be given before Noon TO-DAY. No Claims will be admitted after the

Goods have left the Godowns, and all Goods romaining after the 20th Instant will be subject to rent, No Fire Insurance has been effected. Bills of Lading will be countersigned by "ADAMSON, BELL & Co.,

Agouts. Hongkong, October 13, 1879. oc20 to Reserve Fund.

SHIRE LINE OF STEAMERS. FROM LONDON AND SINGAPORE.

ITHE S. S. Radnorehire, DAVIES, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that the Goods are being landed, at their risk into the Godowns of the Undersigned at Wanchai, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so. Optional Cargo will be forwarded on, unless notice to the contrary be given before

Noon To-DAY. No Claims will be admitted after the oc18 Goods have left the Godowns, and all Goods remaining after the 20th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co.,

Agents. Hongkong, October 13, 1879,

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

MONSIGNEES of Cargo by Steamship OCEANIC are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns, at Wanchai, from whence delivery may obtained, on countersignature of Bills of Lading.

Goods remaining unclaimed after the 25th Instant will be subject to rent. No Fire Insurance has been effected. H. M. BLANCHARD.

Acting Agent. Hongkong, October 14, 1879.

NOTICE TO CONSIGNEES. BRITISH BARQUE HARRINGTON, FROM ANTWERP.

CONSIGNEES of Cargo by the above Vessel are horsby requested to sond in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge of the

Vessel will be landed and stored at Consignees' risk and expense. ARNHOLD, KARBERG & Co., Agents.

NOTICE TO CONSIGNEES. "NIIGATA MARU," FROM

Hongkong, October 7, 1879.

KOBE AND YOKOHAMA. CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods

from alongside. Cargo impeding the discharge or remaining on board after Tuesday, the 14th Instant, will be landed and stored at Con-MITSU BISHI MAIL S. S. Co.,

6, Queen's Road Contral.

Hongkong, October 13, 1879.

Insurances. SCOTTISH IMPERIAL INSURANCE COMPANY.

FIRE AND LIFE.

TNSURANCES against FIRE granted at Current Rates. Considerable Reducin Premia for LIFE Insurance in China.

MEYER & Co., Agents.

T/ANGTSZE INSURANCE ASSOCIATION. CAPITAL (Fully Paid-up)......Tla. 420,000

Hongkong, June 2, 1879.

PERMANENT RESERVE......Tls. 230,000 SPECIAL RESERVE FUND......Tls. 206,370 TOTAL CAPITAL and Ac-CUMULATION, 25th >Tls. 856,370

April, 1879..... Directors. F. B. Forbes, Esq., Chairman. BRINDISI, ANCONA, VENICE, MEDI. M. W. BOYD, Esq. WM. MEYERINE, Esq.

> HEAD OFFICE-SHANGHAI. Messrs RUSSELL & Co., Secretaries.

> > LONDON BRANCH.

Mesers BARING BROTHERS & Co.,

C. LUCAS, Esq. S. D. WEBB, Esq.

Bankers. FULLARTON HENDERSON, Egg., Agent. 8, St. Michael's Alley, Cornhill, E.C.

Policies granted on Marine Risks to all parts of the World. Subject to a charge of 12 % for Interest for their decision. on Shareholders' Capital, all the PROPITS of the Underweiting Business will be first class Lives up to £1000 on a Single annually distributed among all Contributors | Life. of Business in proportion to the Premium paid by them.

RUSSELL & Co., Agonte. Hongkong, October 1, 1879.

insuraces. SWISLLOYL

TRANSPORT INSRANCECOMPANY OF WINERTHU. TNSURANCES gmted on MARINE

RISKS to all prts of the Vorld. MEER & Co. Agents. Hongkong, June \$ 1879. - 3in80

CHINESE INSUIANCE COMPANY, (LIMTED.) NOTOE.

DOLICIES grantd at currer rates on Marine Risks teall parts of le World. In accordance with ue Company Articles of Association, Two Thirds of is Profit, are distributed annually to Cotributores whether Shareholder or not, in reportion to the nett amount & Premia entributed by each, the remaining third beg carried

> J. BRADLEE MITH. Secretay.

Hongkong, December 9, 1878. THE CHINA FIRE INSURIOR

COMPANY LIMITED

HEAD OFFICE—HONGKOG. China and Japan, and at Sigapore, Saigon and Penang. Risks accepted, and Policies of Isurance

granted at the rates of Premium cerent at the above mentioned Ports. NO CHARGE FOR POLICY FEE

JAS. B. COUGHRIE. Secretary. Hougkoug, November 1, 1871.

NORTH BRITISH & MERCANILE INSURANCE COMPANY.

Incorporated by Royal Charter ad Special Acts of Parliament, ESTABLISHED 1809.

CAPITAL £2,000,000. THE Undersigued, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agente,

MELOHERS & Co.,

Agents, Royal Insurance Company.

Hongkong, July 6, 1875. ROYAL INSURANCE COMPANY. THE Undersigned, Agents for the above L Company, are prepared to grant Insurances at current rates.

Hongkong, October 27, 1874. QUEEN FIRE INSURANCE

COMPANY. HE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a

Discount of 26% on the Premia. NORTON & Co...

Hongkong, January 1, 1874.

THE LONDON ASSURANCE, INCORPORATED BY ROYAL CHARTEB

His Majesty King George The First,

A. D. 1720.

HE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:-Marine Department,

Policies at current rates payable either

here, in London or at the principal Ports of India, China and Australia. Fire Department. Policies issued for long or short periods at current rates. A discount of 20 % allowed.

Life Department. Policies issued for sums not exceeding £5,000 at reduced rates. HOLLIDAY, WISE & Co.

MANOHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON,

Hongkong, July 25, 1872.

ESTABLISHED 1824. Capital of the Company £1,000,000 Sterling of which is paid up £ 100,000

Reserve Fundupwards of £ 120,000

£ 250,000 Annual Income THE Undersigned have been appointed N.B.—This Packet carries no mails for the Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant.

HOLLIDAY, WISE & Co. Hongkong, October 15, 1868, LANCASHIRE INSURANCE

COMPANY.

Insurances at current rates.

(FIRE AND LIFE.) CAPITAL,-Two MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors If required, protection will be granted on

For Rates of Premiums, forms of propossis or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Conton Hongkong, January 4, 1867.

For Sale.

FOR SALE.

MHEOPHILE ROEDERER & Co.'s CHAMPAGNE. awarded the

DRY VERZENAY MOUSSEUX: MEYER & Co., Agents.

GOLD MEDAL AT THE PARIS EXHIBITION.

Hongkong, August 21, 1879.

FOR SALE.

TULES MUMM & Co.'s CHAMPAGNE, in Quarts and Pints. GIBB, LIVINGSTON & Co.

WASHING BOOKS.

To Let.

TO LET.

GENOLES at all the Treaty Ports of MARINE HOUSE.—The ROOMS now occupied as the COMMERCIAL Ex-CHANGE, and a GODOWN behind the same.

> E. R. BELILIOS. Hongkong, October 11, 1879.

Apply to

Apply to SANDER & Co., Queen's Road Central.

nol

OODS RECEIVED on STORAGE in

STORAGE.

Apply to G. R. LAMMERT. Hongkong, August 9, 1879.

TO LET.

N MARINE LOT No. 65, FIRST-CLASS GRANITE GODOWNS. Apply to

"ROSE VILLAS"-FURNISHED OR UNFURNISHED. BONHAM ROAD,

late Messrs E. D. Sassoon & Co. Hongkong, May 10, 1879.

POST OFFICE NOTICES. MAILS BY THE FRENCH PACKET. The French Contract Packet Tigre will be despatched on SATURDAY, the 18th October, with Malls to and through the United Kingdom and Europe, vid Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ocylon,

MAIL BY THE UNITED STATES PACKET. The United States Mail Packet Gue'ic, will be despatched on WEDNESDAY, the 22nd Oct., with Mails for Japan, San Francisco the United States, Canada,

2.30 P.M. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Hongkong, Sept. 29, 1679. MAILS BY THE BRITISH PACKET .--British Contract Packet Ancong will be despatched on SATURDAY, the 25th October, with Mails to and through the United Kingdom and Enrope vid Brindisi or Southampton:

HOURS OF CLOSING

Mails, &c., by both the British and French Contract Packets 5 r. M. -- Money Order Office closes ; Post

Day of departure,-7 A. R. -- Post Uffice opens. 10 A.M. -- Registry of Letters ceases. Posting of all printed matter and Datterns ceases

11.10 a.m.-Letters may be posted with Late Fee of 18 cents until 11.30 A.M. -when the Post Office CLOSES

Printed and published by Gao. MURRAY
BARR, at the China Mad. Office, No. 2, Wynchen Street, Hongroug.

Hongkong, May 26, 1879.

(In English and Chinese.) TATASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each. CHINA MAIL Office.

TO LET. Large and very Commodious OFFICE, FIRST FLOUR, connected with PRIVATE ROOMS.

Hongkong, Cotober 6, 1879.

GODUWNS in PEDDAR'S WHARF BUILDINGS, at Moderate Terms.

MEYER & Co. Hongkong, July 25, 1879.

WITH Large TENNIS LAWN. ----Apply to SHARP & DANBY,

No. 6, Queen's Road Central,

Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria. The usual hours will be observed in closing

Honolulu, Peru, &c. will be closed as follows :---2.15 P.M. Registry ceases.

Correspondence for Non-Union West Indies (except the Bahamas and Bayti), Monte Video, Paraguay, and Uruguay

to the Straits Settlements, Batavia,

nor for Mauritius.

Day before departure,-Office closes except the Night Box, which remains open all night.

11 a.w.-Mails closed, except for Late Letters

entirely. 11.40 a.m. -- Late Letters may be posted on board the packet with Late Fee of 18 cents until time of departure.

the Malla, &c.

cannot be sent by this route.

Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar. Australian Colonies, E. or S. Africa,

THE CONTRACT MARLE. The following hours are observed in closing